

## Message Text

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67

ORIGIN EB-11

INFO OCT-01 EUR-25 ISO-00 L-03 IO-14 CAB-09 CIAE-00

COME-00 DODE-00 INR-10 NSAE-00 RSC-01 FAA-00 H-03

SS-20 NSC-10 DOTE-00 /107 R

DRAFTED BY EB/OA/AVP:JSGRAVATT:DWL

APPROVED BY EB/OA/AVP:JASILBERSTEIN

L/EB - HRGAITHER

FAA - LFWOOD

DOD - TFALATKO

COMMERCE - PPERIDIER

IO/TRC - PMILLER (INFO)

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R 172109Z DEC 73

FM SECSTATE WASHDC

TO AMCONSUL MONTREAL

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E.O. 11652: N/A

TAGS: ETRN

SUBJ: IGIA 83/2.1B - INTERCEPTION OF CIVIL AIRCRAFT

REFS: (A) MONTREAL 2318; (B) STATE 235479; (C) MONTREAL

2348

FOR US REP ICAO

1. CONCERNED IGIA AGENCIES HAVE CONSIDERED THE RECOMMENDATIONS IN REFTEL (A) AND CONCLUDED THAT US POSITION EXPRESSED IN SUBJECT PAPER AND ELABORATED ON IN REFTEL (B) IS APPROPRIATE FOR PRESENTATION TO THE SECRETARY GENERAL. ACCORDINGLY, DEPT DOES NOT CONCUR WITH RECOMMENDATION IN PARA. 4 REFTEL (A).

2. IN ADDITION TO RATIONALE CONTAINED IN IGIA 83/2.1B THE THRUST OF US POSITION IS BASED ON (1) RECOGNITION  
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THAT INTERCEPTS, WITH THEIR ATTENDANT DANGER WILL

CONTINUE, (2) ABSOLUTE NECESSITY TO STANDARDIZE AND PUBLISH INTERDEPT PROCEDURES IN AN APPROPRIATE ICAO DOCUMENT TO PROTECT CIVIL AIRCRAFT AND PRECLUDE RECURRENCE OF TRAGIC OR NEAR-TRAGIC INCIDENTS, (3) WITHHOLDING RECOMMENDATION IN LAST PARAGRAPH US POSITION WOULD ONLY DELAY ACTION DESIRED BY USG THAT SUCH TECHNICAL CHANGES IN ICAO ANNEXES SHOULD BE MADE.

3. ONE OF THE SIGNIFICANT CASUAL FACTORS SUGGESTED BY

THE REPORT OF THE TECHNICAL INVESTIGATION OF THE LIBYAN AIRLINES INCIDENT WAS THE AIR CREW'S FAILURE TO UNDERSTAND SIGNALS FROM THE INTERCEPTING AIRCRAFT. THE US SUBSEQUENTLY INDICATED A STRONG DESIRE TO TAKE TECHNICAL STEPS NECESSARY TO AVOID RECURRENCE OF SUCH INCIDENTS. WE BELIEVE THAT LACK OF AWARENESS OF INTERCEPT PROCEDURES IN THIS INCIDENT WAS NOT AN ISOLATED CASE AND WAS IN PART CAUSED BY LACK OF STANDARD INTERCEPT PROCEDURES TO BE FOLLOWED IN ALL AREAS. THE FORMULATION AND PUBLICATION OF STANDARD PROCEDURES WHICH CIVIL AIRCRAFT COULD BE EXPECTED TO FOLLOW WHEN INTERCEPTED WOULD MINIMIZE CONFUSION AND SHOULD MOTIVATE STATES TO URGE THAT COMPATIBLE PROCEDURES BE USED BY THEIR INTERCEPTING AIRCRAFT.

4. ALTHOUGH TIME HAS NOT PERMITTED THE IN DEPTH STUDY SUGGESTED IN PARA. 2, REFTEL (A), WE BELIEVE THAT ARTICLES 3 (D), 12 AND 37 OF CHICAGO CONVENTION ARE APPLICABLE AND SUPPORT THE US POSITION.

5. IT IS NOTED FROM PARA. 2, REFTEL (C), THAT THE SUBJECT OF INTERCEPTION OF CIVIL AIRCRAFT WILL BE CONSIDERED IN NEXT SESSION OF ANC. ACCORDINGLY, IF ADDITIONAL GUIDANCE IS DESIRED PRIOR TO THAT TIME, PLEASE ADVISE. RUSH

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## Message Attributes

**Automatic Decaptioning:** X  
**Capture Date:** 01 JAN 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** CIVIL AVIATION, COMMERCIAL AIRCRAFT, AIRCRAFT HARASSMENT  
**Control Number:** n/a  
**Copy:** SINGLE  
**Draft Date:** 17 DEC 1973  
**Decaption Date:** 01 JAN 1960  
**Decaption Note:**  
**Disposition Action:** RELEASED  
**Disposition Approved on Date:**  
**Disposition Authority:** golinofr  
**Disposition Case Number:** n/a  
**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 28 MAY 2004  
**Disposition Event:**  
**Disposition History:** n/a  
**Disposition Reason:**  
**Disposition Remarks:**  
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**Document Source:** CORE  
**Document Unique ID:** 00  
**Drafter:** JS GRAVATT:DWL  
**Enclosure:** n/a  
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**Errors:** N/A  
**Film Number:** n/a  
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**Original Previous Handling Restrictions:** n/a  
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